

CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

CD NO.

COUNTRY East Germany

SUBJECT railroad activities in East Germany

DATE DISTR. 17 May 1955

NO. OF PAGES 3

PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF  
INFO.

SUPPLEMENT TO  
REPORT NO.

25X1

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THIS IS UNEVALUATED INFORMATION

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- a) On 15 February 1955, 20 Type 01 locomotives which had previously been used for Soviet leave trains operating between Frankfurt/Oder and Brest Litovsk and the so-called "Blue Express" operating between Berlin and Brest Litovsk were returned by the USSR to the East German railroad administration. These locomotives were transferred from R.B.D. Berlin to R.D. Dr. Ingelburg, Schwerin and Erfurt in exchange for Type 03 locomotives.
- b) In February, an additional 6 locomotives which had been rented to Poland were returned.

Total	383,000 DM
Reserve	449.8 "
Plan A	239,435.1 "
Plan B	92,514.9 "
Main Installations	283,035.1 "
Auxiliary "	6,010.3 "

25X1

In detail the following allocations were envisaged:

Vehicles	52,870 DM
Equipment & tools	2,000 "
Railroad stations	6,851 "
Maintenance shops for locomotives	2,608.7 "
Maintenance shops for rolling stock	294 "
Scheduled reconconditioning of the permanent way	48,764.9 "
Improvement of the carrying capacity of railroad lines	44,980.3 "
Bridges	4,507.5 "
Safety installations	7,522 "
Telecommunication installations	4,937 "
Electric installations	39,521.3 "
Administrative buildings	256.3 "
Miscellaneous installations	20.2 "
Military installations	20.2 "

CLASSIFICATION ~~S-E-C-R-E-T~~

STATE	X	NAVY	#X	NSRB		DISTRIBUTION									
ARMY	#X	AIR	#X	FBI											

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SECRET

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Experiments &amp; tests

1,806,1 DME 3

3. On 27 February, it was observed that all work required for the opening of the railroad viaduct over the Weisse river at Goerlitz was completed. A wire fence had been erected at arrival track from Goerlitz from the railroad station as far as the station. Negotiations are to be opened with Poland in connection with the resumption of border traffic.<sup>4</sup>

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## a) Volume of traffic handled:

km operated	22 474 900;
number of ton/km	11 073.2 million 5

b) Fuel consumed by locomotives (in tons)

Hard coal	134 928
Brown coal dust	15 156
Brown coal briquettes	512 606
Raw brown coal	66 297
Hard coal slurry	5 164

25X1

Expressed in briquette units, the total fuel consumption by locomotives amounted to 761 642 tons.<sup>6</sup>

5. In early March 1955, a new brown coal combine was being established east of the "Schwarze Pumpe" village. A new railroad line was being built to this combine from Hoyerswerda. Between Hoyerswerda and Knappenrode the second track of the Hoyerswerda - Knappenrode line section will be reconstructed. At Knappenrode, which was previously called Werminhof, the double-track line to the combine will branch off from the Hoyerswerda - Horka railroad line. A small shunting station and a passenger station are to be built in front of the combine. The new line is scheduled to be extended at a later date as far as Forst to the north and Bautzen to the south. In connection with this project, the Hoyerswerda railroad station will be enlarged by the construction of a group of 8 tracks serving traffic to the new brown coal combine. The engine house at Hoyerswerda is to be enlarged by 7 stalls. <sup>7</sup>
6. One train of 6-axle/flat cars (a total of more than 100 axles) and 4 type O or X cars have been parked for a long time at the Grimmen, Demmin, Sternfeld, Blankensee railroad stations. The trains were still observed there on 5<sup>th</sup> March. The axles of the cars were being lubricated.<sup>8</sup>

1. Comment. This information is obtained for the first time. In early July 1954, after the deactivation of German locomotive column, these 20 express trains locomotives continued to be rented to Soviet locomotive column No 42 for the handling of Soviet leave traffic between the GDR and Brest Litovsk. The return of these locomotives to the East-German railroad administration indicates that the regulations in force for Soviet freight traffic have now been applied to Soviet leave traffic. This procedure involves the use of Polish locomotives on Polish territory.

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2. Comment. In January 1955, the Poles returned the first batch of six locomotives. A total of 72 locomotives were rented to Poland when Soviet transit traffic through that country was reorganized.

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3. Comment. [redacted] 25X1
- [redacted] It has been learned that this budget had to be cut on the basis of resolutions taken at the 21st Plenary Session of the SED Central Committee and at the traffic conference held in Leipzig in early February 1955. [redacted] 25X1
- [redacted] The meaning of plan A and plan B has not yet been determined. 25X1
4. Comment. The reconstruction of the railroad viaduct over the Neisse River at Goerlitz was completed in the fall of 1954. The viaduct has not yet been opened to traffic. [redacted] 25X1
5. Comment. Comparable information is available only for November 1954. A comparison shows that the haulings of locomotives in January 1955 was slightly lower. This situation is normal because the volume of railroad traffic is usually at a low level in January. [redacted] 25X1
6. Comment. Fuel consumption by locomotives in January was by 50 000 tons of briquette units higher than in November 1954. Expressed in percentage figures the coal consumption picture was as follows: 25X1

hard coal	26,5 %
brown coal dust	2,0 %
brown coal briquettes	67,3 %
raw brown coal	3,5 %
hard coal slurry	0,7 %

The large decline in the consumption of hard coal was due to insufficient hard coal imports from Poland.

7. Comment. This information is received for the first time. The village of Schwarze Pumpe is located 5 km south of Spremberg. The Hoyerswerda - Horka/Wehrkirch railroad line is single-track since the second track was dismantled by the Soviets. 25X1
8. Comment. It is believed that these cars belonged to the pool of reserve cars which has to be established every year. [redacted] The railroad stations mentioned are located on the single track Neustrelitz - Neubrandenburg-Demmin-Stralsund railroad line. 25X1

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CLASSIFICATION S-E-C-R-E-T

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East Germany

DATE DISTR.

17 May 1955

SUBJECT

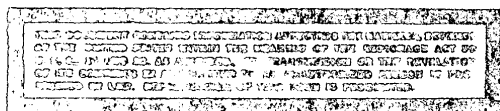
Railroad Activities in East Germany

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THIS IS UNEVALUATED INFORMATION

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- a) On 15 February 1955, 20 Type U1 locomotives which had previously been used to Soviet leave trains operating between Frankfurt/Oder and Brest Litovsk and the so-called "Blue Express" operating between Berlin and Brest Litovsk were returned by the USSR to the East German railroad administration. These locomotives were transferred from R.B.D. Berlin to R.B. Dr. Magdeburg, Schwerin and Erfurt in exchange for Type O3 locomotives.
- b) In February, an additional 5 locomotives which had been rented to Poland were returned.

25X1

Total	382,000 DME
Reserve	229.5 "
Plan A	289,483.1 "
Plan B	92,514.9 "
Main Installations	283,023.1 "
Auxiliary "	6,010.2 "

In detail the following allocations were envisaged:

Vehicles	52,870 DME
Equipment & tools	2,000 "
Railroad stations	6,851 "
Maintenance shops for locomotives	2,608.7 "
Maintenance shops for rolling stock	291 "
Scheduled reconditioning of the permanent way	28,764.9 "
Improvement of the carrying capacity of railroad lines	44,980.3 "
Bridges	4,507.3 "
Safety installations	7,322 "
Telecommunication installations	4,937 "
Electric installations	39,531.2 "
Administrative buildings	355.3 "
Miscellaneous installations	19,612 "
Sanitary installations	99.2 "

CLASSIFICATION S-E-C-R-E-T

STATE	NAVY	NSRB	DISTRIBUTION
ARMY	AIR	FBI	

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## Experiments &amp; Tests

1,650,000 DM

- On 27 February, it was observed that all work required for the period of the railroad shutdown was completed. The Polish pits at Goswitz were completed. A wire fence had been erected to arrival track from Gierlitz and the railroad station as far as the station. Negotiations are to be opened with Poland in connection with the resumption of border traffic.<sup>4</sup>

25X1

## a) Volume of traffic handled:

ton operated	12,274,000
number of border	11,073,000

## b) Fuel consumed by locomotives (in tons)

Hard coal	134,928
Brown coal dust	25,150
Brown coal briquettes	512,006
Gas brown coal	64,297
Hard coal slurry	5,264

Expressed in equivalent units, the total fuel consumption by locomotives amounted to 611,220 tons.<sup>5</sup>

- In early March 1955, a new brown coal combine was being established east of the "Schwarze Pumpe" village. A new railroad line was being built to this combine from Hoyerswerda. Between Hoyerswerda and Knappenrode the second track of the Hoyerswerda - Knappenrode line section will be reconstructed. At Knappenrode, which was previously called Hormalg, the double-track line to the combine will branch off from the Hoyerswerda - Riesa railroad line. A small freight station and a passenger station are to be built in front of the combine. The line is scheduled to be extended to a later date as far as Forst to the north and Tschern to the south. In connection with this project, the Hoyerswerda railroad station will be enlarged by the construction of a group of 8 tracks serving traffic to the new brown coal combine. The engine house at Hoyerswerda is to be enlarged by 7 stalls.<sup>6</sup>

- One train of 6 axle/axis (a total of more than 100 axles) and a type 3.5 & cars have been parked for a long time at the Garmann, Garmann, Garmann, Garmann, Garmann railroad stations. The trains were still observed there in March. The sides of the cars were being fabricated.<sup>8</sup>

- Comment: This information is obtained for the first time, in early July 1954, after the deactivation of German locomotive trains, these 21 express train locomotives continued to be rented to Soviet locomotive engine No 42 for the handling of Soviet border traffic between Litva and Biala Litovsk. The rental of these locomotives to the East German railroad administration indicates that the regulations to force for Soviet freight traffic have not been applied to Soviet freight traffic. This procedure involves the use of Polish locomotives on Polish territory.

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- Comment: In January 1955, the Poles returned the first batch of 10 locomotives. A total of 72 locomotives were rented to Poland when Soviet transit traffic through that country was reorganized.

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